

From: [Henry Kiviorg](#)
To: [Paul Brown](#); [Tara McGinty](#)
Cc: [30 Camden](#)
Subject: Fwd: 30 Camden Street: s278
Date: 22 November 2016 15:21:18
Attachments: [image001.png](#)
[image002.jpg](#)
[image001.png](#)
[image002.jpg](#)

Paul,

Perhaps the below is sufficient to prove that we have entered into contract with TFL as required under planning condition 29.

Regards,

Henry

Sent from my iPhone

Begin forwarded message:

From: Gray Rachel <RachelGray@tfl.gov.uk>
Date: 22 November 2016 at 14:02:02 GMT
To: 'Henry Kiviorg' <henry.kiviorg@quinnlondon.co.uk>, Warren Bragg <warren.bragg@quinnlondon.co.uk>
Cc: Michael Mullen <michael.mullen@quinnlondon.co.uk>, Stephen Foley <stephen.foley@quinnlondon.co.uk>, 30 Camden <30camden@quinnlondon.co.uk>, Kirsty Burwood <kburwood@pricemyers.com>
Subject: RE: 30 Camden Street: s278

Good afternoon Henry,

Thank you for the payment of the £15,000 initial contribution towards s278 works; this has been received and will be placed in an Escrow account for the scheme.

I have heard from Dave Stewart at Camden, as it appears that there has been some confusion as to the best mechanism through which these works should be funded – s106 or s278. We are meeting with him on Tuesday to discuss this further, so I will let you know the outcome of that meeting.

The next action, I think, is to complete an initial design, taking into account all the things mentioned at our meeting – the desire for a smooth run in to the bus stop, the relocation of the signpost and lighting column, the existing crossover and patch of grass (and whether this needs to be kept), and the relocation of the gate to the properties

Once we have an initial design, the Scheme TMAN can be submitted, along with requesting the Road Safety Audit. Also, Bill can start reviewing the technical aspects for approval.

Kind regards,

Rachel Gray | Planner
Transport for London
Tel: 020 3054 8102 (auto 88102)
Mobile: 07725 674 665
Email: rachelgray@tfl.gov.uk

From: Henry Kiviorg [<mailto:henry.kiviorg@quinnlondon.co.uk>]
Sent: 22 November 2016 09:56
To: Gray Rachel; Warren Bragg
Cc: Michael Mullen; Stephen Foley; 30 Camden; Kirsty Burwood
Subject: RE: 30 Camden Street: s278

Rachel,

Sorry there has been a bit of a delay with the below but the £15k invoice has now been paid. Can you please confirm receipt of payment and remind me what the next actions are?

We have employed Kirsty Burwood from Price & Myers to do the design for the works. I have copied her in as she may be in touch should there be any queries.

Regards,

Henry Kiviorg
Contracts Manager



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From: Gray Rachel [<mailto:RachelGray@tfl.gov.uk>]
Sent: 13 October 2016 13:24
To: Henry Kiviorg <henry.kiviorg@quinnlondon.co.uk>; Warren Bragg <warren.bragg@quinnlondon.co.uk>
Cc: Michael Mullen <michael.mullen@quinnlondon.co.uk>; Stephen Foley <stephen.foley@quinnlondon.co.uk>
Subject: RE: 30 Camden Street: s278 next steps

Good afternoon,

Please see invoice attached

Kind regards,

Rachel Gray | Planner
Transport for London
Tel: 020 3054 8102 (auto 88102)
Mobile: 07725 674 665
Email: rachelgray@tfl.gov.uk

From: Henry Kiviorg [<mailto:henry.kiviorg@quinnlondon.co.uk>]
Sent: 13 October 2016 07:51
To: Gray Rachel; Warren Bragg
Cc: Michael Mullen; Stephen Foley
Subject: RE: 30 Camden Street: s278 next steps

Rachel,

Nice to meet you today on Tuesday. Please forward the invoice and we will get the ball rolling.

Thanks for sending through Adam's details. We will get in touch with him asap to see if he will be able to assist.

Regards,

Henry Kiviorg
Contracts Manager



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From: Gray Rachel [<mailto:RachelGray@tfl.gov.uk>]
Sent: 11 October 2016 17:05
To: Warren Bragg <warren.bragg@quinnlondon.co.uk>; Henry Kiviorg
<henry.kiviorg@quinnlondon.co.uk>
Subject: 30 Camden Street: s278 next steps

Good afternoon Warren and Henry,

Nice to meet you this afternoon, I feel like it was productive meeting and I hope you did too!

I know we discussed next steps, but thought I better to follow it up with a quick email to make sure we covered everything

I will shortly be sending an invoice for our initial fee (£15,000) towards S278 work. This covers a number of things including: TfL staff's time spent working on/assessing the project, the road safety audit, admin costs, site visits obtaining technical approval, submitting Scheme and Works Traffic Management Act Notifications (TMANs), applying for work permits, etc. Section 278 of the Highways Act states that the Highway Authority should be in credit when working on these projects. We may require additional funds over the course of the project, equally, any money that is not spent will be returned to you at the end of the process.

As Mark said at the meeting, this scheme will require a Scheme TMAN as it is effectively a new access onto the Transport for London Road Network (TLRN). I have attached the Scheme TMAN form that will need returning to me for it to be submitted via LondonWorks. I can send you more information about the TMAN process if you would like it. In summary, the Scheme TMAN assesses the impact of the permanent change to the network. When this is approved, a Works TMAN can be submitted which assesses the impact on the network during implementation.

I have also attached the form required to request a Road Safety Audit. This scheme will require a Stage 1/2 Road Safety Audit and TfL undertake these in-house.

Bill will assess the technical aspect of your design, and will communicate his comments via a spreadsheet. This will be set up when we receive an initial design from yourselves. Similarly, it may be best to hold off on the Scheme TMAN form and Road Safety Audit until we have received the initial design. On your design, please propose a new location for the relocated signpost and lamp column so that I can consult with the relevant teams in TfL on the new locations.

As Alex and Bill mentioned, the process will run smoothest if you engage a Highways Engineer to put together these drawings. Alex has let me know that his contact is called Adam Holt, he works for Vectos and can be contacted at Adam.Holt@vectos.co.uk.

Please could you look into the existing crossover, and the patch of land behind the garages, and let us know what conclusion you come to about whether it is still required.

The automatic access gate for residents needs to be moved away from the highway. There needs to be space for a vehicle to wait off the highway (carriageway and footway) so that the movement of traffic and pedestrians is not impeded.

I realise this is a lot of information in one go, and I hope it all makes sense – please do ask if you have any questions. Let me know if I've missed anything also

Kind regards,

Rachel Gray | Planner | Section 278 Team
Planning Obligations | Borough Planning

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